



RETURN BIDS TO:

RETOURNER LES SOUMISSIONS À:

Bid Receiving - PWGSC / Réception des soumissions
– TPSGC

11 Laurier St. / 11, rue Laurier

Place du Portage, Phase III

Core 0B2 / Noyau 0B2

Gatineau

Quebec

K1A 0S5

Bid Fax: (819) 997-9776

**SOLICITATION AMENDMENT
MODIFICATION DE L'INVITATION**

The referenced document is hereby revised; unless otherwise indicated, all other terms and conditions of the Solicitation remain the same.

Ce document est par la présente révisé; sauf indication contraire, les modalités de l'invitation demeurent les mêmes.

Comments - Commentaires

Vendor/Firm Name and Address

Raison sociale et adresse du
fournisseur/de l'entrepreneur

Issuing Office - Bureau de distribution

Relocation Services Division/Division des services de
réinstallation
Portage III 4C1 – 1
11 Laurier Street, Gatineau, Quebec
K1A 0S5
Gatineau
Quebec
K1A 0S5

Title - Sujet IHGRS - RFI	
Solicitation No. - N° de l'invitation 08009-160413/D	Amendment No. - N° modif. 001
Client Reference No. - N° de référence du client 08009-160413	Date 2017-12-14
GETS Reference No. - N° de référence de SEAG PW-\$ZU-001-31978	
File No. - N° de dossier 001zu.08009-160413	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2018-01-05	Time Zone Fuseau horaire Eastern Standard Time EST
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Sanford(zudiv), Gordon	Buyer Id - Id de l'acheteur 001zu
Telephone No. - N° de téléphone (873) 469-9633 ()	FAX No. - N° de FAX () -
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction:	

Instructions: See Herein

Instructions: Voir aux présentes

Delivery Required - Livraison exigée	Delivery Offered - Livraison proposée
Vendor/Firm Name and Address Raison sociale et adresse du fournisseur/de l'entrepreneur	
Telephone No. - N° de téléphone Facsimile No. - N° de télécopieur	
Name and title of person authorized to sign on behalf of Vendor/Firm (type or print) Nom et titre de la personne autorisée à signer au nom du fournisseur/ de l'entrepreneur (taper ou écrire en caractères d'imprimerie)	
Signature	Date

ABE

IHGRS RFI #4**Amendment 001 to Solicitation No. 08009-160413/D**

This RFI amendment is raised to:

- i. Inform industry of significant changes made to the requirements since RFI #3 was published; and
- ii. Extend the closing date of this RFI from December 18 2017 to January 5 2018.

1. Changes to Requirements

Please see the attached documentation.

2. Nature and Format of Responses Requested

Respondents are not requested to provide comments; however, concerns and, where applicable, alternative recommendations regarding how the requirements or objectives described in this Amendment could be satisfied may be provided. While respondents are also not requested to provide comments regarding the content, format and/or organization of any draft documents included in this Amendment, feedback may be provided. Respondents should explain any assumptions they make in their responses.

3. Enquiries

Because this is not a bid solicitation, Canada will not necessarily respond directly to enquiries in writing or by circulating answers to all potential suppliers. However, respondents with questions regarding this Amendment may direct their enquiries to:

E-mail Address: TPSSGC.padgasdem-appbhgrs.PWGSC@tpsgc-pwgsc.gc.ca

Canada does not intend to publish another RFI to summarize any feedback received.

4. Submission of Responses

- a) **Time and Place for Submission of Responses:** Respondents should send responses electronically via e-mail to the e-mail address above, by January 5, 2018.
- b) **Responsibility for Timely Delivery:** Each respondent is solely responsible for ensuring its response is delivered on time to the correct address.

ALL OTHER TERMS AND CONDITIONS OF THE RFI REMAIN THE SAME

CHANGES TO IHGRS RFI #3 DRAFT RFP DOCUMENTS

Below are significant changes that have been made to the IHGRS requirements based on feedback received from industry in response to the Draft RFP, which was published in RFI #3.

Please be aware that further changes could be made and that Canada's final requirements will be published in the RFP.

1. Price Bands

Price bands now only apply to freight, and the percentage band has been increased. The following replaces section 4 in Attachment 1 to Part 3 – Pricing Schedule:

4. Overall Approach for Financial Data Entry
 - a) Each of the following 7 tables requires the Bidder to input its prices in every cell that is highlighted in green and contains a \$:
 - i. TABLE 1 - Canadian Inland Transport Rates (for distances greater than 100 km)
 - ii. TABLE 2 - Air Outgoing Transportation Rate Table - International Locations
 - iii. TABLE 3 - Air Incoming Transportation Rate Table - International Locations
 - iv. TABLE 4 - Sea Outgoing Transportation Rate Table - International Locations
 - v. TABLE 5 - Sea Incoming Transportation Rate Table - International Locations
 - vi. TABLE 6 - Move Services
 - vii. TABLE 7 - Miscellaneous Charges
 - b) All prices must be in Canadian dollars, exclusive of any applicable taxes and duties;
 - c) Bidders must enter prices greater than \$0.00 in each cell; and
 - d) The prices entered must be within the Price Bands as listed in the Table below, e.g. the highest price for any city within an airport/seaport, a service category, a weight band, and region cannot be more than the multiplier specified of the lowest price in that region.

PRICE BANDS

Price Bands for Tables 2 & 3 - Air Outgoing and Incoming and

Price Bands for Tables 4 & 5 - Sea Outgoing and Incoming:

	Air Outgoing and Incoming By Airport and By Weight Category	Sea Outgoing and Incoming By Seaport and By 20'/40'/LCL/PMV
Regions	Highest Price Cannot Be More Than:	Highest Price Cannot Be More Than:
Europe	5X The Lowest Price	5X The Lowest Price
Africa & Middle East	6X The Lowest Price	6X The Lowest Price
Asia & Pacific	6X The Lowest Price	6X The Lowest Price
Central & S. America	6X The Lowest Price	6X The Lowest Price

2. Mandatory Technical Evaluation Criteria

Changes have been made to the mandatory technical evaluation at criterion MT1. It is anticipated that the following will replace MT1 found in Attachment 1 to Part 4.

Mandatory Technical Criteria (MT)		
Number	Mandatory Technical Criterion	Met / Not Met
	Relevant Experience	
MT1	<p>a. The Bidder as defined in Standard Instructions 2003 must have experience as the prime contractor responsible to arrange, administer and manage the service delivery of a total of 600 international door-to-door moves requiring the use of air and/or sea freight over a 2 year period.</p> <p>Moves must have been completed within the last 5 years of bid close. One international move is the relocation of 1 household.</p> <p>Of the 600 international moves, 200 must be from 1 major account.</p> <p>A major account is defined as having a minimum of 200 door-to-door international moves of household goods, over a 2 year period, with a minimum total combined weight of 200,000 kg.</p> <p>In order to demonstrate the required experience for the 600 international moves, provide a spreadsheet with the following;</p> <ol style="list-style-type: none"> Entity (for Joint Venture, specify member that performed Work) Reference Number Client Type (Major Account or Other) Origin Country Destination Country Date of Move (i.e. yyyy-mm-dd) Weight (kg) Mode of Transportation (Air/Sea) <p>In order to demonstrate the required experience for the 1 major account, the Bidder must provide:</p> <ol style="list-style-type: none"> Name of the client; Role of the Bidder in the account; Description of the relocation services provided, including which overseas locations were serviced; Value (\$) of the account and number of moves annually; and Name, title and telephone numbers of the client reference (references may be checked). <p>b. The Bidder must have provided international door-to-door move services to a minimum of 3 of the following global regions: Australia/Oceania, Europe, Central America/Caribbean, South America, Africa, Asia/Pacific, and the Middle East.</p>	

Mandatory Technical Criteria (MT)		
Number	Mandatory Technical Criterion	Met / Not Met
	This experience can be part of the 600 referenced moves, as defined in MT1 a), or other accounts (e.g. can be an individual shipper). Details must be provided.	

3. Contract Period and Option to Extend the Contract

The initial contract period is increased from 2 years to 3 years, to allow a contractor a longer period of time to recoup start-up costs.

The notice for exercising option periods is increased from 60 days to 120 days.

4. Storage

Section 2.19 of the Statement of Work is replaced by the following:

2.19 Storage

The Contractor must ensure that the HG&E is only stored in warehouse facilities that meet the requirements described in Appendix 6.

The Contractor must grant Canada access to inspect a warehouse or LTS lots at any time.

a) Storage-In-Transit

The Contractor must only request for SIT to be authorized when more than 10 calendar days SIT are required. SIT is short-term storage either in a warehouse or in the van at origin or destination that is required when the Shipper:

- i. Has not taken possession of the residence to receive the HG&E shipment once it has arrived; or
- ii. Is lacking required foreign clearances to allow shipment to proceed; and
- iii. Movement of HG&E Out of SIT:
 - 1) The Contractor must inform the TA when removing HG&E from the approved SIT location; and
 - 2) For deliveries out of SIT, the TA must inform the Contractor at least 2 business days prior to the required delivery date, if no prior delivery date arrangements have been made.

b) Long Term Storage

LTS is required for the majority of relocations from Canada to international locations.

- i. There may be instances when LTS includes unrestricted firearms (e.g. cross bows, hunting rifles). The Contractor must have the appropriate insurance for storage of such items;
- ii. Canada intends to consolidate LTS lots of a Shipper with the same Contractor when, in its opinion, it is economically feasible. The Contractor must accept LTS lots from a third-party to its warehouse. When such a transfer is required, only the cross docking fee indicated in Annex B Table 7 will apply. The Contractor may inspect the lots for potential damage for the purpose of transferring liability. When the Contractor inspects the lot, a re-pack fee indicated in Annex B Table 7 will apply;

- iii. At the end of the Initial Contract Period or option period, if the Contractor has a contract with Canada for LTS services, the terms and conditions of the contractor's new contract will apply. No cross docking fee or other fee would be payable via this Contract.
- iv. At the end of the Initial Contract Period and any option periods, if the Contractor does not have a subsequent contract for LTS services, the Contractor must continue to provide all LTS services for a 5 year period. All applicable LTS standards, and terms and conditions of the Contract will apply except for the application of the VI, business register and annual review meetings.

During this 5 year period, LTS will be handled in the following manner:

- 1) Existing LTS lots will remain with the Contractor for the authorized LTS Period, which may be extended at Canada's request up to the end of the 5 year period;
 - 2) Canada will not authorize additions to the existing LTS lots during this 5 year period;
 - 3) At any time during the 5 year period, the Contractor must make LTS lots available (at Contractor's dock) to third party movers. The Contractor will be paid the cross docking fee indicated in Annex B - 2.4 c);
 - 4) If, at the end of the 5 year period the Contractor does not have a contract with Canada for LTS services, the Contractor must make Canada's LTS lots available (at Contractor's dock) to a third party mover. The Contractor will be paid the cross docking fee indicated in Annex B - 2.4 c); and
 - 5) If, at the end of the 5 year period the Contractor does have a contract with Canada for LTS services, the Contractor will provide LTS services for all Canada's LTS lots in its warehouse(s) in accordance with that contract. No cross docking fee or other fee would be payable via this Contract;
- v. The Contractor must provide LTS warehouse facilities in the NCR for those shipments to/from the NCR as follows:
 - 1) Provide bonded storage when the Shipper is cross posted to a different international location and LTS is shipped back to Canada to be held in bonded storage for a prolonged duration (e.g. exceeding 40 days allowed by Canada Border Services Agency (CBSA));
 - 2) Provide the Shipper with access to his LTS lot(s) upon approval of the TA;
 - 3) Ship a portion of the LTS internationally as identified on a Move Order. In the case of a bonded lot, this does not apply;
 - 4) When an LTS lot is established or changed, promptly provide the TA with the location of the warehouse selected for storage, the scaled weight, and the LTS start date or date of change;
 - 5) Maintain an up-to-date list of all HG&E LTS lots and its locations;
 - 6) Notify the TA of weight changes to LTS lots including what has been added or deleted from the inventory list;
 - 7) Scale a shipment prior to delivery/shipment when the LTS lot was accessed by the Shipper;
 - 8) Advise the DA a minimum of 30 calendar days in advance of the transfer of LTS lots; and

- 9) Inform the Shipper in writing of the new warehouse address and contact information when LTS is transferred.
- vi. All LTS resulting from this Contract will be deemed to be stored within 100 km of the Ottawa city centre.
- vii. Moves originating outside 100 km from the Ottawa city centre will be stored under a separate contract.

5. Calculating Distance

Rule 1 of the Statement of Work is replaced by the following:

Rule 1 – Calculating Distance

- 1.1. Distance for the road portion of the transportation phase must be calculated using www.googlemaps.com to determine the most direct public road infrastructure route using all-weather roads from the origin address to the destination address. The most direct route includes the use of toll roads and ferries (those costs are to be included in the BOP rates).
- 1.2. No additional charges will be considered.
- 1.3. City centres are used in the BOP. Origin and Destination services include pickup/delivery within 100km of the city centre. Where the residence is outside of this radius, the following will be used to determine applicable charges:
 - a. The distance from the residence to the closest overseas BOP location in the same country will be used to calculate the applicable ground transport charges less 100 km.
 - b. For countries which are not in the BOP, the quote must include transport to the identified city. No distance calculation is needed.
 - c. For cross postings where the identified origin and destination are in the BOP, the most direct ground transport distance will be used. If it is not possible to transport by ground only, then the ground transport distance from origin to port of embarkation will be used and quotes for freight will be origin port to destination city.
 - d. For delivery from LTS stored under this contract where the destination is outside the NCR, distance from the NCR will be calculated based on the actual road distance to the residence less 100 km.
 - e. For delivery into NCR based LTS from an overseas location, the distance from the Canadian port to the LTS warehouse will be used.

6. Minimum Weight Charges

Section 4.2 of the Basis of Payment is replaced by the following:

4.2 Minimum and Maximum Weight Charges

- a) Canada will pay no more than the total charges for 110% of the estimated weight when the actual weight of the HG&E shipment exceeds the estimated weight by more than 10%;
 - i. This 110% rule only applies when an estimated weight is used to calculate Service Rates;
- b) The minimum weight charge for an LCL sea shipment will be 200 kg; and
- c) The minimum weight charge for an air shipment will be 50 kg prorated against the 100kg rate.

7. Definition of Bidder

As described in section 2.1 of the RFP, section 04 of 2003 Standard Instructions - Goods or Services - Competitive Requirements (2015-07-03), the "Bidder" means the person or entity (or, in the case of a joint venture, the persons or entities) submitting a bid to perform a contract for goods, services or both.

When responding to the RFP, the Bidder must use its experience and not that of a subcontractor or any of its affiliates, including parent companies, subsidiaries and the like. For example, if a multi-national organization with a Canadian incorporated subsidiary submits a bid in the name of its Canadian subsidiary, it could not use the experience of its parent company when responding to the mandatory and rated evaluation requirements.

If the Bidder wishes to use the experience of the parent to meet the mandatory and rated evaluation requirements, then the parent and the subsidiary could form a joint venture. If a joint venture is used, the Bidder must be aware of the joint venture requirements described in 2003 Standard Instructions - Goods or Services - Competitive Requirements (2015-07-03) and 3.1 (e) of Part 3 – Bid preparation Instructions and 2003.

8. GTT Calculations and Tables

Appendix 2 of the Statement of Work – Guaranteed Transit Time (GTT), has been undated and is replaced in its entirety with the attached Appendix 2.

STATEMENT OF WORK

APPENDIX 2 - GUARANTEED TRANSIT TIME (GTT)

1.0 General

The GTT is used to identify a required delivery date for a shipment. For planning purposes, this GTT is also used to facilitate the Shipper in making arrangements for temporary accommodations, meals and transportation, as applicable, until their shipment arrives at destination. It is extremely important that, should any delays in a shipment occur, that they be brought to the attention of the DA as soon as possible so that appropriate arrangements can be made by the Shipper and Canada to ensure that the Shipper is available when the shipment does arrive and that other elements of the move (e.g. temporary accommodation) can be modified to accommodate.

The GTT will be used to determine when a move is late and if service failures are applicable for late delivery. The Contractor must deliver the shipment(s) on or before the expiration of the GTT in order to avoid late delivery liquidated damages.

GTT extensions will not be granted for Contractor negligence.

The GTT tables must be used in order to build a total transit time max for each move pursuant to the following instructions:

- a) Total transit times set out in this GTT reflect the maximum number of calendar days for a shipment to be delivered;
- b) The GTT starts on the later of the DSR date or authorization to move date in the case of SIT and ends when the load arrives at destination and is ready to be delivered or is placed into SIT,
- c) The Contractor must immediately advise the DA if CBSA or an equivalent organization puts a shipment on hold at the port. The DA may authorize a GTT extension if the DA decides it is warranted. The Contractor's request for an extension should include the hold notification;
- d) Where a delivery falls on a weekend or a local government holiday, the service will commence the next business day;
- e) GTT extensions must be requested in compliance with excusable delay requirements and must be requested before the expiration of the GTT for the move, specifically:
 - i. Allowance for late delivery will be made when circumstances are beyond the Contractor's control and result in unavoidable delays. Such circumstances could include an act of war, a strike, fire, sinking of the carrier vessel, cancellation of the scheduled carrier or vessel ice conditions, change of rail terms and conditions, or delays imposed by government agencies such as CBSA and/or CFIA or their foreign equivalents. Circumstances not listed shall be assessed on a "case by case" review and determination provided by the DA in regard to authorization for an excusable delay beyond the Contractor's control.
 - ii. When an unavoidable delay occurs, the Contractor must contact the TA and DA within 1 calendar day from the date the delay becomes known and provide the reason(s) for the delay, confirmed with a written request within 1 business day for an extension to the GTT. Failure to do so may result in the request for excusable delay being denied by the DA.
 - iii. In the event of late delivery caused by the Contractor or its subcontractors, all personal vehicle rental costs are to be borne by the Contractor, as further described in Appendix 7 – Service Failures.

- iv. In the event of late pick-up or delivery caused by the Contractor, the Contractor is liable for any extra cost incurred by Canada for interim lodging and meals for the Shipper and family and any other costs associated with travel changes, as further described in Appendix 7 – Service Failures.
- f) When a location is not specified in the GTT tables (i.e. country is not listed), the quoted rate must include the GTT for the transportation segment that is missing (i.e. freight to new city/country) in order to compile a complete GTT delivery time; and
- g) The default Canadian port of origin or destination is determined by the routing that provides the shortest GTT, however, the DA may specify different routings on the Move Order that would result in a different GTT.

1.1 **GTT Compilation and Extensions**

All air shipments have a GTT of 24 calendar days inclusive of check-in and normal port clearance (5 days).

Table 1 Guaranteed Transit Time (GTT) – Sea Transportation (Outgoing) and Table 2 Guaranteed Transit Time (GTT) – Sea Transportation (Incoming) indicate the number of calendar days for sea shipments to and from different Canadian ports to international destinations and origins, including inland transport (regardless of the mode for the transport). The tables include time for check-in procedures and port clearances (5 days each).

To build the total GTT for a door-to-door move, the following elements are combined:

- a) Road shipments beyond the 100 km included in the BOP identified city radius/port combination will add 1 day per 500 km of travel distance or portion thereof;
- b) Shipments that include PMVs get an additional 5 days for customs clearances;
- c) LCL loads will have 7 days added to the GTT in consideration of longer customs clearance times, and

Consolidated loads will have a GTT start date commencing the load date of the last load and will have 7 days added in consideration of more complicated customs clearance when loads belong to different Shippers. This is instead of c) above, i.e. they are not cumulative.

Table 1 - Guaranteed Transit Time (GTT) - Sea Transportation (Outgoing)

Outgoing		Montreal	Halifax	Vancouver
City	Country	Canadian Port to Mission GTT	Canadian Port to Mission GTT	Canadian Port to Mission GTT
Kabul	Afghanistan	40	56	67
Algiers	Algeria	44	42	71
Buenos Aires	Argentina	37	50	62
Canberra	Australia	52	74	43
Perth	Australia	63	66	64
Adelaide	Australia	55	77	57
Cabarlah	Australia	53	79	57
Sydney	Australia	49	74	42
Vienna	Austria	48	44	57
Dhaka	Bangladesh	65	63	58
Bridgetown	Barbados	33	26	36
Brussels	Belgium	23	23	56
Cotonou	Benin	54	53	67
La Paz	Bolivia	42	60	72
Sarajevo	Bosnia	49	42	42
Brasilia	Brazil	38	36	44
Rio de Janeiro	Brazil	47	45	62
São Paulo	Brazil	47	46	52
Bandar Seri Begawan	Brunei	42	42	42
Ouagadougou	Burkina Faso	57	35	68
Phnom Penh	Cambodia	42	42	42
Yaounde	Cameroon	66	67	82
Valparasio	Chile	56	61	52
Santiago	Chile	55	58	75
Beijing	China	77	82	62
Chongqing	China	74	71	45
Guangzhou	China	71	68	43
Hong Kong	China	65	64	36
Shanghai	China	57	60	33
Bogota	Colombia**	37	29	36
Kinshasa	Congo	68	63	89
San José	Costa Rica	58	28	31
Abidjan	Cote D'Ivoire	53	32	76
Zagreb	Croatia	49	43	58
Havana	Cuba	27	25	35
Prague	Czech Republic	25	23	43
Copenhagen	Denmark	29	23	54
Santo Domingo	Dominican Rep	28	25	33
Quito	Ecuador	32	30	34
Cairo	Egypt	47	34	42
San Salvador	El Salvador	39	30	38
Tallinn	Estonia	25	27	63
Addis Ababa	Ethiopia	47	44	70
Helsinki	Finland	32	29	59

Table 1 - Guaranteed Transit Time (GTT) - Sea Transportation (Outgoing)

Outgoing		Montreal	Halifax	Vancouver
City	Country	Canadian Port to Mission GTT	Canadian Port to Mission GTT	Canadian Port to Mission GTT
Besancon	France	38	31	58
Lille	France	27	24	54
Paris	France	27	24	54
Phalsbourg	France	24	23	55
Toulon	France	36	34	65
Lyon	France	38	31	60
Berlin	Germany	25	23	38
Ramstein	Germany	24	23	55
Wiesbaden	Germany	35	29	67
Stuttgart	Germany	24	24	55
Düsseldorf	Germany	23	23	57
Hamburg	Germany	24	22	50
Munich	Germany	49	44	59
Accra	Ghana	52	63	79
Athens	Greece	39	41	62
Guatemala City	Guatemala	41	30	41
Georgetown	Guyana	30	27	53
Port-au-Prince	Haiti	28	26	34
Tegucigalpa	Honduras	34	28	39
Budapest	Hungary	50	44	59
Reykjavik	Iceland	29	26	42
Wellington	India	60	63	53
Chandigarh	India	60	61	55
Mumbai	India	58	54	54
New Delhi	India	59	61	54
Jakarta	Indonesia	63	59	45
Tehran	Iran	65	67	73
Bagdad	Iraq	57	43	62
Erbil	Iraq	57	43	62
Dublin	Ireland	39	36	52
Tel Aviv	Israel	36	39	42
Milan	Italy	33	36	58
Poggio Renatico	Italy	51	33	42
Sigonella	Italy	42	31	42
Naples	Italy	46	44	57
Rome	Italy	47	50	75
Kingston	Jamaica	27	25	34
Tokyo	Japan	82	71	35
Amman	Jordan	36	39	42
Astana	Kazakhstan	43	35	69
Nairobi	Kenya	68	63	67
Kuwait City	Kuwait	48	50	59
Vientiane	Laos	65	42	47
Riga	Latvia	34	30	61

Table 1 - Guaranteed Transit Time (GTT) - Sea Transportation (Outgoing)

Outgoing		Montreal	Halifax	Vancouver
City	Country	Canadian Port to Mission GTT	Canadian Port to Mission GTT	Canadian Port to Mission GTT
Beirut	Lebanon	41	38	58
Tripoli	Libya	47	42	67
Vilnius	Lithuania	30	27	62
Luxembourg City	Luxembourg	24	23	55
Skopje	Macedonia	35	33	43
Kuala Lumpur	Malaysia	57	51	47
Bamako	Mali	60	32	78
Ulaanbaatar	Mongolia	85	90	62
Rabat	Morocco	38	36	60
Maputo	Mozambique	42	79	65
Kathmandu	Nepal	56	64	55
Brunssum	Netherlands	24	22	39
The Hague	Netherlands	24	22	39
Auckland	New Zealand	56	52	49
Wellington	New Zealand	57	80	69
Managua	Nicaragua	50	29	36
Abuja	Nigeria	37	63	72
Lagos	Nigeria	58	58	69
Stavanger	Norway	33	28	42
Oslo	Norway	32	28	65
Quetta	Pakistan	38	55	63
Islamabad	Pakistan	45	45	45
Panama City	Panama	33	27	32
Lima	Peru	47	57	36
Manila	Philippines	66	64	47
Szczecin	Poland	29	25	63
Bydgoszcz	Poland	32	29	62
Warsaw	Poland	33	30	63
Lisbon	Portugal	39	42	42
Doha	Qatar	56	51	62
Bucharest	Romania	43	50	67
Moscow	Russia	36	30	63
St. Petersburg	Russia	35	29	62
Kigali	Rwanda	45	45	79
Riyadh	Saudi Arabia	58	56	43
Dakar	Senegal	50	29	67
Belgrade	Serbia	50	44	43
Singapore	Singapore	56	32	42
Bratislava	Slovak Republic	50	44	59
Johannesburg	South Africa	60	73	61
Pretoria	South Africa	60	73	61
Seoul	South Korea	42	42	35
Juba	South Sudan	73	68	69
Barcelona	Spain	37	38	62

Table 1 - Guaranteed Transit Time (GTT) - Sea Transportation (Outgoing)

Outgoing		Montreal	Halifax	Vancouver
City	Country	Canadian Port to Mission GTT	Canadian Port to Mission GTT	Canadian Port to Mission GTT
Madrid	Spain	33	41	61
Colombo	Sri Lanka	47	53	49
Khartoum	Sudan	56	38	61
Stockholm	Sweden	30	27	57
Berne	Switzerland	34	36	59
Geneva	Switzerland	34	36	59
Damascus	Syria	41	38	58
Taipei	Taiwan	76	42	39
Dar es Salaam	Tanzania	72	42	65
Bangkok	Thailand	63	64	49
Port of Spain	Trinidad & Tobago	35	30	36
Tunis	Tunisia	46	45	56
Ankara	Turkey	48	34	72
Izmir	Turkey	49	46	42
Istanbul	Turkey	47	33	57
Abu Dhabi	UAE	45	42	58
Dubai	UAE	53	50	58
Kyiv	Ukraine	43	54	65
Bristol	United Kingdom	35	32	42
Dover	United Kingdom	28	29	42
Molesworth	United Kingdom	21	29	42
Haverfordwest	United Kingdom	35	32	42
Lincoln	United Kingdom	27	28	74
London	United Kingdom	35	29	42
Plymouth	United Kingdom	35	32	42
Portsmouth	United Kingdom	31	28	52
Valley	United Kingdom	31	28	59
Montevideo	Uruguay	57	53	66
Caracas	Venezuela	42	48	43
Ho Chi Minh City	Vietnam	59	61	50
Hanoi	Vietnam	65	42	47
Lusaka	Zambia	44	44	75
Harare	Zimbabwe	43	43	74

Table 2 - Guaranteed Transit Time (GTT) - Sea Transportation (Incoming)

Incoming		Montreal	Halifax	Vancouver
City	Country	Mission to Canadian Port GTT	Mission to Canadian Port GTT	Mission to Canadian Port GTT
Kabul	Afghanistan	50	55	68
Algiers	Algeria	25	25	57
Buenos Aires	Argentina	31	36	56
Canberra	Australia	33	52	53
Perth	Australia	26	33	56
Adelaide	Australia	26	25	55
Cabarlah	Australia	37	42	62
Sydney	Australia	37	51	58
Vienna	Austria	25	23	58
Dhaka	Bangladesh	26	25	55
Bridgetown	Barbados	33	37	67
Brussels	Belgium	26	26	55
Cotonou	Benin	25	25	54
La Paz	Bolivia	25	22	54
Sarajevo	Bosnia	43	52	60
Brasilia	Brazil	36	38	24
Rio de Janeiro	Brazil	26	25	51
São Paulo	Brazil	28	27	54
Bandar Seri Begawan	Brunei	28	27	54
Ouagadougou	Burkina Faso	31	38	42
Phnom Penh	Cambodia	33	38	42
Yaounde	Cameroon	28	27	42
Valparasio	Chile	29	34	79
Santiago	Chile	29	34	42
Beijing	China	28	27	42
Chongqing	China	35	37	42
Guangzhou	China	29	34	42
Hong Kong	China	28	27	42
Shanghai	China	29	32	77
Bogota	Colombia	26	28	27
Kinshasa	Congo	43	51	42
San José	Costa Rica	35	34	42
Abidjan	Cote D'Ivoire	33	37	57
Zagreb	Croatia	50	51	68
Havana	Cuba	36	33	42
Prague	Czech Republic	32	44	57
Copenhagen	Denmark	46	46	42
Santo Domingo	Dominican Rep	44	31	42
Quito	Ecuador	42	31	65
Cairo	Egypt	44	43	87
San Salvador	El Salvador	47	34	72
Tallinn	Estonia	39	31	68
Addis Ababa	Ethiopia	35	38	73
Helsinki	Finland	32	37	77

Table 2 - Guaranteed Transit Time (GTT) - Sea Transportation (Incoming)

Incoming		Montreal	Halifax	Vancouver
City	Country	Mission to Canadian Port GTT	Mission to Canadian Port GTT	Mission to Canadian Port GTT
Besancon	France	33	38	78
Lille	France	38	42	74
Paris	France	38	42	74
Phalsbourg	France	34	32	52
Toulon	France	35	33	53
Lyon	France	33	38	42
Berlin	Germany	33	48	56
Ramstein	Germany	33	48	56
Wiesbaden	Germany	49	34	72
Stuttgart	Germany	42	48	42
Düsseldorf	Germany	43	51	67
Hamburg	Germany	43	50	73
Munich	Germany	32	36	59
Accra	Ghana	42	42	19
Athens	Greece	49	54	67
Guatemala City	Guatemala	34	32	42
Georgetown	Guyana	26	24	59
Port-au-Prince	Haiti	33	39	50
Tegucigalpa	Honduras	34	37	49
Budapest	Hungary	46	54	42
Reykjavik	Iceland	36	33	42
Wellington	India	35	42	82
Chandigarh	India	36	40	74
Mumbai	India	35	33	43
New Delhi	India	47	44	83
Jakarta	Indonesia	34	39	80
Tehran	Iran	33	38	79
Bagdad	Iraq	35	33	43
Erbil	Iraq	35	33	43
Dublin	Ireland	50	55	68
Tel Aviv	Israel	51	48	75
Milan	Italy	48	50	56
Poggio Renatico	Italy	44	44	44
Sigonella	Italy	67	43	62
Naples	Italy	74	42	42
Rome	Italy	61	54	73
Kingston	Jamaica	62	43	57
Tokyo	Japan	63	55	71
Amman	Jordan	55	38	62
Astana	Kazakhstan	53	52	52
Nairobi	Kenya	63	50	62
Kuwait City	Kuwait	61	33	42
Vientiane	Laos	59	53	46
Riga	Latvia	66	35	44

Table 2 - Guaranteed Transit Time (GTT) - Sea Transportation (Incoming)

Incoming		Montreal	Halifax	Vancouver
City	Country	Mission to Canadian Port GTT	Mission to Canadian Port GTT	Mission to Canadian Port GTT
Beirut	Lebanon	57	35	86
Tripoli	Libya	43	32	68
Vilnius	Lithuania	47	54	72
Luxembourg City	Luxembourg	34	32	44
Skopje	Macedonia	36	40	42
Kuala Lumpur	Malaysia	37	35	43
Bamako	Mali	35	55	76
Ulaanbaatar	Mongolia	92	42	42
Rabat	Morocco	45	45	45
Maputo	Mozambique	81	64	72
Kathmandu	Nepal	43	67	43
Brunssum	Netherlands	65	62	58
The Hague	Netherlands	65	62	58
Auckland	New Zealand	80	63	58
Wellington	New Zealand	28	26	98
Managua	Nicaragua	36	29	32
Abuja	Nigeria	27	25	35
Lagos	Nigeria	30	27	35
Stavanger	Norway	56	28	69
Oslo	Norway	33	28	101
Quetta	Pakistan	34	24	96
Islamabad	Pakistan	36	37	25
Panama City	Panama	43	41	48
Lima	Peru	34	27	33
Manila	Philippines	40	26	109
Szczecin	Poland	51	67	42
Bydgoszcz	Poland	40	59	47
Warsaw	Poland	43	64	42
Lisbon	Portugal	45	28	29
Doha	Qatar	32	30	35
Bucharest	Romania	47	30	30
Moscow	Russia	32	31	37
St. Petersburg	Russia	40	48	48
Kigali	Rwanda	43	41	48
Riyadh	Saudi Arabia	46	29	30
Dakar	Senegal	36	27	110
Belgrade	Serbia	36	47	31
Singapore	Singapore	58	62	74
Bratislava	Slovak Republic	38	36	44
Johannesburg	South Africa	42	47	74
Pretoria	South Africa	49	49	58
Seoul	South Korea	56	61	83
Juba	South Sudan	61	54	54
Barcelona	Spain	40	44	86

Table 2 - Guaranteed Transit Time (GTT) - Sea Transportation (Incoming)

Incoming		Montreal	Halifax	Vancouver
City	Country	Mission to Canadian Port GTT	Mission to Canadian Port GTT	Mission to Canadian Port GTT
Madrid	Spain	42	42	40
Colombo	Sri Lanka	66	59	56
Khartoum	Sudan	60	47	42
Stockholm	Sweden	57	44	39
Berne	Switzerland	54	40	35
Geneva	Switzerland	37	48	30
Damascus	Syria	44	50	27
Taipei	Taiwan	42	42	35
Dar es Salaam	Tanzania	75	70	44
Bangkok	Thailand	75	53	44
Port of Spain	Trinidad & Tobago	49	42	37
Tunis	Tunisia	51	49	27
Ankara	Turkey	64	51	46
Izmir	Turkey	58	43	47
Istanbul	Turkey	42	42	42
Abu Dhabi	UAE	50	55	53
Dubai	UAE	58	55	54
Kyiv	Ukraine	64	53	52
Bristol	United Kingdom	58	55	53
Dover	United Kingdom	54	50	44
Molesworth	United Kingdom	47	33	40
Haverfordwest	United Kingdom	64	45	51
Lincoln	United Kingdom	59	52	52
London	United Kingdom	45	45	45
Plymouth	United Kingdom	42	44	42
Portsmouth	United Kingdom	49	39	50
Valley	United Kingdom	27	43	31
Montevideo	Uruguay	60	53	47
Caracas	Venezuela	59	57	34
Ho Chi Minh City	Vietnam	56	51	40
Hanoi	Vietnam	59	53	46
Lusaka	Zambia	45	42	32
Harare	Zimbabwe	51	53	46